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HONGKONG, MONDAY, MAY 3rd, 1897.

一拜禮

號三月五年七十九百八千壹英港

PRICE 10c PER MONTH

NEW ADVERTISEMENTS.

NOTICE.

WE have authorized Mr. JULIUS STEIN to SIGN our firm from this date.

Hongkong, 1st May, 1897. [1064]

NOTICE OF REMOVAL.

M. R. CHADWICK KEW has RE-MOVED his DEPT. ROOMS to No. 39, QUEEN'S ROAD, CENTRAL, opposite his late premises and above ALACK'S Furniture Store.

Hongkong, 3rd May, 1897. [1065]

TO LET.

A SIX-ROOMED HOUSE, No. 29, Cairns Road.

Apply to PROCURATOR DES MISSIONS ET RANGERS.

Hongkong, 3rd May, 1897. [1063]

PUBLIC AUCTION.

VALUABLE SILK EMBROIDERIES, etc.

THE Undersigned has received instructions to sell by

PUBLIC AUCTION on SATURDAY, the 8th May, 1897.

Commencing at 2.30 p.m.

at his Sale Room, 100, 101, & 102, (just arrived from Constantinople).

A very fine COLLECTION of VALUABLE TURKISH EMBROIDERIES.

Comprising—

BEDCOVERS, TABLE COVERS, SOFA and CUSHION COVERS, MANTEL DRAPES, etc., in various designs.

Sale of the above on FRIDAY, the 7th May, 1897.

Terms of Sale—As Auctioneer.

GEORGE P. LAMBERT, Auctioneer.

Hongkong, 3rd May, 1897. [1070]

KELLY & WALSH.

LIMITED.

STANDARD WORKS.

Text-Book of Geology, by Sir Arch. Geikie, 10s. 6d.

The Student's English Dictionary, 10s. 6d.

Scientific, Etymological, and Pronouncing, by J. Ogilvie, 8s. 6d.

The Points of the Compass, a familiar treatise on the subject, by M. H. Hayes, 6s. 6d.

Modern Poetry, by E. D. Miller, 6s. 6d.

Manners and Rules of Good Society, 1s. 6d.

The Day in History and Disasters, by Stonehouse, 10s. 6d.

An Australian in China, being the narrative of a quiet journey across China to Burma, by E. E. Morrison, 10s. 6d.

The Philippine Islands and Political Dependencies, by John Foreman, with map, 5s. 6d.

Chinese Characteristics, by A. H. Smith, 10s. 6d.

The Mikado's Empire, by W. E. Gifford, 10s. 6d.

Steele's Popular Chemistry, translated into Chinese by J. C. Ferguson, 10s. 6d.

Report on the Expansion of Chinese Empire, by Geo. Jamieson, 10s. 6d.

Forty-one years in India. From Subaltern to Commander-in-Chief, 10s. 6d.

Field Marshal LORD ROBERTS OF KANDAHAR, 2 vols. 10s. 6d.

KELLY & WALSH, LTD. [23]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOCHOW.

THE Company's Steamship.

"NAMO." Captain Hall, will be despatched for the above ports, the 4th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LAURIE & CO., Agents.

Hongkong, 1st May, 1897. [1056]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"KANSHU." Captain Somerville, will be despatched for the above ports, the 4th inst., at 2 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1897. [1066]

"DEN" LINE OF STEAMERS.

FOR KOBE.

THE Steamship.

"BENLARG." Captain Wallace, will be despatched for the above ports, the 6th inst., at Noon.

For Freight or Passage, apply to GIBBS, LIVINGSTON & CO., Agents.

Hongkong, 1st May, 1897. [1058]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE, AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers.)

THE Company's Steamship.

"HIROSHIMA MARU." Captain G. Shimizu, will be despatched for the above ports on SATURDAY, the 8th inst., at Noon, connecting at Kobe with the Company's Steamship "YAMAGUCHI MARU." Captain Nishida, which will take on the Cargo and Passengers for Seattle and Points beyond. Consular Invoices of Goods for the United States should be in Quinlan's hands, and one Copy must be mailed by the steamer to the care of the Freight Agent, Great Northern Railway, Seattle, Wash.

This departure cancels the previously advertised sailing of the Company's Steamship "SAKURA MARU." For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 3rd May, 1897. [1063]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (DIRECT).

THE Company's Steamship.

"TAKSANG." Captain Balph, will be despatched for the above ports, the 11th inst., at 2 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd May, 1897. [1067]

NEW ADVERTISEMENTS.

WEDNESDAY, JULY 7.

At the VICTORIA DOCK, WEST MELBOURNE.

By Order of the MELBOURNE HARBOR TRUST COMMISSIONERS.

SURPLUS PLANT.

LADDER DREDGES.

IRON HOPPER BARGES.

WOODEN SILT BARGES.

WOODEN PUMPS.

ROCK BORING PLANT.

GRAB CRANES.

STEAM LAUNCHES.

JOHN BUCHAN and Co. are instructed by the Melbourne Harbor Trust Commissioners to sell by PUBLIC AUCTION, at the Victoria Dock, West Melbourne, on Wednesday, July 7, 1897, at eleven o'clock forenoon.

The whole of the LAD-UP PLANT and STORES, comprising amongst others, the following—

MELBOURNE Central ladder iron dredge, official No. 88,334. Built at Renfrew by Wm. Simmonds and Co. Comp. dist. net, inverted, 133 h.p., non-compressed, with dredge 825 tons per hour to a depth of 30 ft.

OROCODILUM—Central ladder and cutting iron dredge, official No. 79,540. Built at Renfrew by Wm. Simmonds and Co. Comp. dist. net, inverted, 65 h.p., non-compressed. Will dredge 824 tons per hour to a depth of 30 ft.

BUNYIP—Central ladder iron dredge, official No. 84,941. Built at Renfrew by Wm. Simmonds and Co. Comp. dist. net, inverted, 65 h.p., non-compressed. Will dredge 824 tons per hour to a depth of 30 ft.

PLAYFUS—Central ladder iron dredge, official No. 75,592. Built at Renfrew by Wm. Simmonds and Co. Comp. dist. net, inverted, 65 h.p., non-compressed. Will dredge 824 tons per hour to a depth of 30 ft.

WILLUGA—Hopper dredge, official No. 95,950. Built at Renfrew by Wm. Simmonds and Co. Comp. dist. net, inverted, 65 h.p., non-compressed. Will dredge 332 tons per hour to a depth of 30 ft. Carrying capacity, 350 tons.

GRAB CRANE.

No. 1 Hopper Barge—Built by Forman and Co. of Melbourne, carrying capacity, 400 tons. Official No. 79,523.

No. 2 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,524. Carrying capacity, 400 tons.

No. 3 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,525. Carrying capacity, 400 tons.

No. 4 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,526. Carrying capacity, 400 tons.

No. 5 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,527. Carrying capacity, 400 tons.

No. 6 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,528. Carrying capacity, 400 tons.

No. 7 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,529. Carrying capacity, 400 tons.

No. 8 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,530. Carrying capacity, 400 tons.

No. 9 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,531. Carrying capacity, 400 tons.

No. 10 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,532. Carrying capacity, 400 tons.

No. 11 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,533. Carrying capacity, 400 tons.

No. 12 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,534. Carrying capacity, 400 tons.

No. 13 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,535. Carrying capacity, 400 tons.

No. 14 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,536. Carrying capacity, 400 tons.

No. 15 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,537. Carrying capacity, 400 tons.

No. 16 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,538. Carrying capacity, 400 tons.

No. 17 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,539. Carrying capacity, 400 tons.

No. 18 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,540. Carrying capacity, 400 tons.

No. 19 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,541. Carrying capacity, 400 tons.

No. 20 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,542. Carrying capacity, 400 tons.

No. 21 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,543. Carrying capacity, 400 tons.

No. 22 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,544. Carrying capacity, 400 tons.

No. 23 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,545. Carrying capacity, 400 tons.

No. 24 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,546. Carrying capacity, 400 tons.

No. 25 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,547. Carrying capacity, 400 tons.

No. 26 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,548. Carrying capacity, 400 tons.

No. 27 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,549. Carrying capacity, 400 tons.

No. 28 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,550. Carrying capacity, 400 tons.

No. 29 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,551. Carrying capacity, 400 tons.

No. 30 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,552. Carrying capacity, 400 tons.

No. 31 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,553. Carrying capacity, 400 tons.

No. 32 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,554. Carrying capacity, 400 tons.

No. 33 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,555. Carrying capacity, 400 tons.

No. 34 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,556. Carrying capacity, 400 tons.

No. 35 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,557. Carrying capacity, 400 tons.

No. 36 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,558. Carrying capacity, 400 tons.

No. 37 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,559. Carrying capacity, 400 tons.

No. 38 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,560. Carrying capacity, 400 tons.

No. 39 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,561. Carrying capacity, 400 tons.

No. 40 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,562. Carrying capacity, 400 tons.

No. 41 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,563. Carrying capacity, 400 tons.

No. 42 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,564. Carrying capacity, 400 tons.

No. 43 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,565. Carrying capacity, 400 tons.

No. 44 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,566. Carrying capacity, 400 tons.

No. 45 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,567. Carrying capacity, 400 tons.

No. 46 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,568. Carrying capacity, 400 tons.

No. 47 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,569. Carrying capacity, 400 tons.

No. 48 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,570. Carrying capacity, 400 tons.

No. 49 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,571. Carrying capacity, 400 tons.

No. 50 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,572. Carrying capacity, 400 tons.

No. 51 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,573. Carrying capacity, 400 tons.

No. 52 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,574. Carrying capacity, 400 tons.

No. 53 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,575. Carrying capacity, 400 tons.

No. 54 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,576. Carrying capacity, 400 tons.

No. 55 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,577. Carrying capacity, 400 tons.

No. 56 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,578. Carrying capacity, 400 tons.

No. 57 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,579. Carrying capacity, 400 tons.

No. 58 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,580. Carrying capacity, 400 tons.

No. 59 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,581. Carrying capacity, 400 tons.

No. 60 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,582. Carrying capacity, 400 tons.

No. 61 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,583. Carrying capacity, 400 tons.

No. 62 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,584. Carrying capacity, 400 tons.

No. 63 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,585. Carrying capacity, 400 tons.

No. 64 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,586. Carrying capacity, 400 tons.

No. 65 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,587. Carrying capacity, 400 tons.

No. 66 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,588. Carrying capacity, 400 tons.

No. 67 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,589. Carrying capacity, 400 tons.

No. 68 Hopper Barge—Built by Forman and Co. of Melbourne. Official No. 79,590. Carrying capacity, 400 tons.

NEW ADVERTISEMENTS.

OCEAN STEAMSHIP COMPANY.

FOR HAYRE, HAMBURG, AND LONDON, VIA SUEZ CANAL.

THE Company's Steamship.

"ANTENOR." Captain Jackson, will be despatched for the above ports, the 27th inst.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd May, 1897. [1068]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship.

"ROHILA." FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be secured out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—

From London, via Suez, Calcutta, Singapore, and Penang.

Optional goods will be landed here unless instructions are given to the contrary before 4 p.m. to-day.

All damaged packages must be left in the Godown and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. HITCHIE, Superintendent.

Hongkong, 2nd May, 1897. [11]

ENTERTAINMENTS.

THEATRE ROYAL, CITY HALL.

TODAY (MONDAY) and TUESDAY, the 3rd and 4th May, 1897.

Under the Distinguished Patronage of H.B. SIR WILLIAM ROBINSON, M.C., H.B. MRS. WILSON BLACK, C.B., and H.B. MRS. WILSON BLACK, C.B., POLLARD'S LILIPUTIAN OPERA COMPANY.

50 PERFORMERS. 50.

their World Renowned Production of

CELLIER'S COMIC OPERA

"DO BOOTHY."

CAST OF CHARACTERS: DOROTHY DANIEL, Miss E. Newwood, 11 yrs.

PAULINE TITCHEL, T. Ford, 13 yrs.

PAULINE TITCHEL, T. Ford, 13 yrs.

MISS PAULINE, E. Rossi, 8 yrs.

LADY BETT, M. Mansergh, 8 yrs.

HARRY SUTHERWOOD, A. Moore, 13 yrs.

SQUIRE BANTAM, M. W. Stewart, 13 yrs.

JONNY TUPPIT, B. Mansergh, 12 yrs.

LUCYBORN, A. Goulding, 10 yrs.

TOM STUBB, Miss E. Pendleton, 8 yrs.

Doors Open at 8.30. Overture 9.15 p.m.

Box Plan at W. ROBINSON & CO.'s Piano and Music Rooms.

Price of Admission—2s. 3s. and 5s.

Sold and Seated in Uniform, Half Price to Back Seats.

WEDNESDAY and THURSDAY, the 4th and 5th May, 1897.

AUDREY'S COMIC OPERA

"LA MASCOITE."

A. H. POLLARD, [1060]

GRAND CONCERT.

Under the Patronage and Presence of H.B. SIR WILLIAM ROBINSON, M.C., H.B. MRS. WILSON BLACK, C

INTIMATIONS

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CERMETERY MEMORIALS.
Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. 12657

NOW READY.

THE CHRONICLE AND DIRECTORY
FOR
CHINA, JAPAN, CORIA, INDIA, CHINA,
STRAITS, NETHERLANDS, INDIA,
SIAM, PHILIPPINES, BORNEO, &c., &c.,
WITH WATER AND LAND MAPS.
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG KONG FOR THE YEAR 1897.

1897

THE THIRTIETH ANNUAL ISSUE,
which will be found, as hitherto, more full
and accurate than its predecessors.
Retail Office—Complete with Maps and Plans,
No. 1240, 87, Directory only, pp. 872, \$3.50.

A. S. WATSON & CO., LIMITED.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

OUR AERATED WATER FACTORY is fitted
with the best English Machinery, embodying
the latest improvements in the trade.

The Finest Ingredients only are used, and
the utmost Care and Cleanliness exercised in
the Manufacture throughout.

The Water used is proved by repeated
Analyses to be Absolutely Pure.

For COAST PORTS, Waters are packed
and placed on board ship at Hongkong prices,
and the full amount allowed for Packages and
Duties when received in good order.

Counters Order Books supplied on ad-
vance.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."

And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always
kept ready in Stock—

PURE AERATED WATER.

SODA WATER.

LEMONADE.

POTASH WATER.

SELTZER WATER.

LITHIA WATER.

SASSAPARILLA WATER.

TONIC WATER.

GINGER ALE.

No Credit given for Bottles that look dirty
or greasy, or that appear to have been used for
any other purpose than that of containing
Aerated Waters, as such Bottles are never
used again by us.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 15th April, 1897.

[22]

NOTICE TO CORRESPONDENTS.

Our communications relating to the contents
of the paper should be addressed to the Editor,
and should be accompanied by a return address,
with communications addressed to the Editor,
not for publication, but for reference only.

All letters for publication should be written on one
side of the paper only.

No anonymous signed communications that have
already appeared in the paper will be inserted.

Orders for extra copies of DAILY PRESS should be
sent before 10 a.m. on day of publication. After that
hour the supply is limited. Only orders for Cash
are accepted. Address: P.O. Box 12, 12.

P.O. Box 12, Telephone No. 12.

The Daily Press.

HONGKONG, MAY 28th, 1897.

In an article on the approaching election

of a new Municipal Council at Shanghai

the Mercury, after expressing satisfaction

that the ratepayers are likely to have a

sufficient number of names from which to

select a really efficient Council, goes on to

say—"It is, however, well that the rate-

payers should remember that very much

depends on the issue of the coming

election, and that the mere question of

the "whistle-blowing" licenses, although the

"immediate cause of the failure of the last

Council, was only contributory, and that

"sooner or later the catastrophe was bound

to come."

The great industrial

change, the foundations of which indeed

were laid some fifteen years ago, but which

"has only become strongly marked within

the last few years, has altered profoundly our

social organisation. Not only has the

"population of the Settlements increased in

number, but it has altered in kind. We

"have to meet the difficulty imposed on us

"by the presence of an enormous popula-

"tion of mill workers, probably consid-

"erably exceeding at the moment thirty

"thousand, and rapidly increasing. The

"pressure of this large and eminently

"unstable class has pressed on the

"means of accommodation, and has over-

"flowed into the contiguous quarters,

"and has more or less degraded the

"entire system of administration." Our

contemporary then goes on to point out

that the municipal expenditure has for some

time past exceeded the revenue and that

additional expenditure will now have to

be incurred for an increase in the Police

Force. The financial difficulty, however,

is, we should imagine, one of the least of

those with which the new Council will have

to deal. What is required at Shanghai is

to set the municipal authority on a firm

basis, not only as regards its right of legis-

lation, but its right and ability to enforce its

laws. What happened the other day in

connection with the wheelbarrow riot is

fresh in the minds of the public. It may

be well now to recall an incident of six

years ago, which, though in a less distressing

manner, exhibited with equal clearness the

disorder prevailing in the administration

of the Model Settlement and the conse-

quences of divided authority. The China

Merchants & Co. rented from the late firm

of Russell & Co. certain premises which it

was claimed belonged to the Howqua

family, but which Russell & Co. managed

in their own name. On the failure of

Russell & Co. the China Merchants Co.,

who figured amongst the creditors of the

estate, discontinued the payment of rent,

which they apparently intended to retain

as a set off against their claim. Thereupon

Mr. H. S. Wilkinson, acting on behalf of

the trustees of Russell & Co.'s estate, called

the premises to be seized, early on the morn-

ing of the 18th September, 1891. When

Mr. CHAN FA-KING, the manager, arrived

at his office in the morning he found the

doors closed. Thereupon he applied to

the police, but getting no satisfaction

from them, he collected a force of the

Company's coolies and led them to the office.

In view of the force the eight foreigners in

possession retired, and the Company's re-

presentatives resumed possession. While

these proceedings were going on it was ex-

pected that some disturbance would occur,

to prevent which a strong force of police

was drafted to the spot, a party of blue-

jackets from H.M.S. Caroline was landed,

and the Taotai sent a party of Chinese

soldiers. Fortunately, however, all passed

off quietly, but the net result was that in the

so-called British concession a Chinese Com-

pany forcibly ejected a party of foreigners

placed, under legal advice, in possession of

certain premises the title to which was in

dispute. At the time of the revision of the

Land Regulations in 1866 it was

stated in the memorandum accompanying

the Committee's report that all idea of

making for a charter of incorporation had

been willingly abandoned. We can only

repeat now, what we said when discussing

in 1891 the dispute with reference to the

China Merchants' premises, that it would

be desirable to reconsider that question and

take steps for placing the Government of

the Settlements on a more satisfactory and

stable basis. The object to be aimed at

was to make the Settlements a free city,

so far as may be consistent with preserv-

ing a nominal recognition of

China's eminent domain. We some-

times envy our friends in the North

the freedom they enjoy in the man-

agement of their own affairs, but we may

at least congratulate ourselves that in this

colony disputes as to the possession of land

are not decided by marching an army of a

few hundred coolies to the spot. The local

papers were at the time very angry with

the Taotai for sending soldiers to the China

Merchants Co.'s premises, but if it be con-

ceded that the dispute affected Chinese

subjects only it is difficult to question the

right of the Taotai to send such a force as

be considered necessary to protect the

interests of the parties concerned. In the

more recent case of the wheel-

barrow riots the resolution of the ratepayers

was set aside and terms made behind their

back between the Consuls and the Taotai

which seriously compromised the dignity

and authority of the ratepayers as a self-

governing community. To prevent the

intrusion of the Chinese Authorities in the

Settlements it is time that Shanghai con-

sidered its position and took another step

forward.

The C. P. steamer Empress of India arrived

at Vancouver on the 28th April.

The steamer N. P. steamer Victoria arrived in

New York on the 28th April.

The delivery of the English mail was begun

at 6.30 a.m. yesterday.

We would remind our readers of the concert

to be given by Signor Cattaneo and his pupils

at the Lufthaus Club this evening.

The C. P. steamer Empress of India, from

Hongkong, left Shanghai at 10 a.m. on Sat-

urday for Nagasaki, where she is expected at

10 a.m. today.

It is notified in the Gazette that Mr. W.

Chatham has been appointed a member and

Chairman of the Hongkong and Shanghai

Grounds Committee.

The C. N. steamer Changsha, which

sailed here on 22nd April, arrived at Port

Darwin on Saturday, the 1st inst., and left

the same day for Thursday Island.

The Clusomograph now on exhibition at

the City Hall is attracting large numbers of

visitors and the present opportunity of seeing

this wonderful invention is one not to be

neglected.

A Post Office notification in the Gazette

announces the opening of an office of the

Imperial Chinese Post Office at Chang Chow

and that the postage will be at the same rates

as at Macao.

It is notified in the Gazette that Sergeant

G. C. Fullerton has been appointed Lieutenant

of the "A" Machine Gun Company of the

Volunteer Corps vice Lieut. A. M. Marshall,

reigned.

The appointment of Dr. J. M. Atkinson to

be Acting Colonial Surgeon during the absence

of Dr. Ayres is notified in the Gazette. Dr.

Atkinson is a member of the Hon. P. H. May Vice-

President.

Very disconcerting news reached Foochow

yesterday on 21st April regarding the Rev.

James S. Collins of the C. M. S. He was

missing, and as he was on his way from Yung

Pai to Kueiching it is much feared that he was

accidentally drowned. Further news regard-

ing him has arrived with the greatest anxiety.

Echo.

The N. D. L. steamer Prinz Heinrich, carrying

the German mails with dates from Berlin,

of the 5th April, left Singapore on Friday

at 3 p.m. and may be expected here on or about

Wednesday, the 5th inst.

The German steamer Tatarus arrived from

Singapore on Friday night having in her a new

motor boat which was built by Messrs. Gordon

and Co. for Messrs. Merrett and Co. of Saigon.

The boat left Hongkong for Saigon on Thurs-

day and when she returned from the latter place

found the engine broken down and she was obliged

to the Tatarus for assistance.

The London and China Express says—"The

Imperial Regiments, with the exception of an

establishment of 915 rank and file, natives of

India, was originally raised in 1802, and as the

term of service therein is for five years only the

services of the great majority of the men will

expire during the present year. Bounties have

been offered to induce the men to prolong their

service, but, according to the latest reports re-

ceived, only about 300 of them have accepted the

terms offered. The Government is a popular com-

pany will be required to replace the men who

will be discharged on the termination of their

engagement. The Government is a popular com-

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